

## COMMERCIAL MATTERS.

## RATES AND EXCHANGE—MAY 3.

Market	Rate	Market	Rate
London	104 1/2	San Francisco	104 1/2
Paris	104 1/2	San Antonio	104 1/2
Bombay	104 1/2	San Diego	104 1/2
Calcutta	104 1/2	San Jose	104 1/2
Manila	104 1/2	San Pedro	104 1/2
Cebu	104 1/2	San Luis	104 1/2
Yokohama	104 1/2	San Marcos	104 1/2
Shanghai	104 1/2	San Juan	104 1/2
Hankow	104 1/2	San Salvador	104 1/2
Peking	104 1/2	San Pedro de Macoris	104 1/2
Tientsin	104 1/2	San Juan de los Rios	104 1/2
Hankow	104 1/2	San Juan de los Rios	104 1/2
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## TUESDAY, May 3.—P. M.

The market was steady at the First Board for all of the leading stocks, and prices were generally rather better, but toward the close of the session faint symptoms of another turn in the market were manifested, and between the sessions there was a decided breakdown in New-York Central, which, from 74 1/2 to 74 3/4, the closing prices of the Board, went down to 74 1/2. The dealings were not large at the First Board, except in this stock and Rock Island, which seem to be the two barometers of the speculative market. The latter opened at 61 1/2, but came into the market freely, and fell off to 60 1/2, but was tolerably firm at the quotation. The "corner" in both of these stocks seems to have lost its intensity for the moment—some of the buyers at low prices having no doubt availed of the advances established to realize good profits at the expense of the short interest, and others have sold cash stock, and taken back sellers' options. Hudson River advanced to 34 1/2 and was tolerably firm, without activity. Harlem Preferred went up to 39 1/2, and was in good demand. There was moderate improvement also in Michigan Central, Michigan Southern of both classes, and Galena, but the dealings in these stocks were overshadowed by the movements in New-York Central and Rock Island. At the Second Board there was a quick change in the aspect of the whole market, and the decline which ensued in the two leading stocks above named was followed by a majority of the railway stocks on the list. One of the features of the afternoon was the fall in Michigan Central, which has been very firm for several days, and the stock trading at 49 1/2. The street rumor is that the receipts of April show a large decrease, and this is the probable cause of the sudden turn in the stock. Panama was one of the firmest stocks of the day, and sold at 12 1/2, 60, at the close. There was not a large business done in bonds, but prices were generally steady. United States 5s of 74 sold at 104 1/2, and the registered stock of the same year brought 104 1/2, a difference made in consequence of the safety of a record to the purchaser. Just after the adjournment in the afternoon, New-York Central was sold as low as 72 1/2, and Rhode Island at 59 1/2, but later in the day there was a slight improvement again, and the market closed a little firmer. The latest prices were: United States 5s 104 1/2; Virginia 6s 97 1/2; Tennessee 6s 93 3/4; Indiana State 6s 89 3/4; Missouri 6s 87 1/2; Cumberland Coal 18 3/4; New-York Central 74 1/2; Erie Railroad 81 1/2; Hudson River Railroad 34 1/2; Harlem Railroad 39 1/2; Michigan Central 49 1/2; Michigan Southern 49 1/2; Panama Railroad 12 1/2; Galena and Chicago 61 1/2; Cleveland and Toledo 25 1/2; Chicago and Rock Island 60 1/2; Illinois Central Bd. 88 1/2; Pacific Mail 78 1/2. Market weak.

## There is no change of importance in the Foreign Exchange. The market has been quiet for the week.

## Spirits to Liverpool: Cotton at 5-32 1/2 to 1-64; 100 lbs. Beef, per steamer, at 3c; 100 lbs. Pork, per steamer, at 2c; 2,000 lbs. Roast, at 1c 6d; 5,000 Steaves at 12c 6d. To London: 900 Oars at 3c 8d; 3 feet; 60 lbs. Rice at 17c 6d; and 1,000 lbs. Turpentine on private terms. To Bremen: 30 tons Measurement Goods, per steamer, at 40s. A brig from Bonita to Rio on private terms. A bark of 450 tons from Savannah to Rio with lumber at \$30. A schooner of 100 tons to Jamaica and back for \$1,200. A brig of 320 tons from Caracas with salt at 10c.

## The business of the Sub-Treasury was: Receipts, \$23,005 54—for Customs, \$129,000; Payments, \$236,006 95; Balance, \$5,450,223 98.

## The New-York and New-Haven Railroad Company's receipts for April, 1890, were:

Item	Amount
Passengers, &c.	\$4,631 86
Freight	16,380 90
Total	\$21,012 76
Less due other roads	2,281 24
Total	\$18,731 52

## The business of the Brooklyn City Road continues to show a large gain. This is an eight-per-cent stock, with a considerable surplus, which is being used in the extension of the track. The figures for April were:

Item	Amount
April 1889	\$7,000 00
April 1890	\$7,000 00
For April 1890	\$7,000 00
For April 1890	\$7,000 00

## The net receipts of the Pittsburgh, Fort Wayne and Chicago Railroad for the nine days ending April 30th, 1890, were \$14,389 11.

## The following is a comparative statement of the Export (exclusive of specie) from New-York to foreign ports for the week and since Jan. 1:

Item	Amount
April 1889	\$1,857,184
April 1890	\$1,857,184
For April 1890	\$1,857,184
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## The following are the Currency Land Warrants of specie quotations for the week, corrected for us from the rate current at the banking office of Messrs. Thompson Brothers:

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